

BURKE-GILMAN TRAIL

MISSING LINK

Summer 2018

PROJECT DESCRIPTION

The Burke-Gilman Trail is a regional, mixed-use facility that runs east from Golden Gardens Park in Seattle to the Sammamish River Trail in Bothell. The 20-mile trail is one of the most heavily-used walking and bicycling routes in Seattle and serves as a major transportation corridor for commuters and recreational users. The trail is complete except for a 1.4-mile segment through the Ballard neighborhood, known as the “Missing Link.”

The Missing Link has been included in the City’s Comprehensive Plan since the early 1990s and is identified as one of the City of Seattle’s top-rated trail priorities in the 2014 Bicycle Master Plan.

PROJECT HISTORY

The project has been in development since 2001 following the Seattle City Council’s direction to evaluate completing the missing portion of the Burke-Gilman Trail. SDOT completed an initial environmental review of the project in 2008, and ultimately developed a draft Environmental Impact Statement (EIS), which was published in 2016.

The EIS process included a scoping period to determine the route options to be considered, several open houses, and public comment periods.

Multiple route options were studied considering the following:

- Provide a direct route, while accounting for driveway and intersection crossings
- Consider street types and adjacent land uses

The final EIS was published in May 2017 and identified a preferred alternative.

PROJECT NEED AND BENEFITS

Construction of the Missing Link will create a predictable multimodal corridor in Seattle’s Ballard neighborhood and a complete regional trail that enhances safety for all users. It will improve predictability for motorized and non-motorized users while maintaining safe truck and freight access to local businesses. A complete trail network also improves Seattle’s health and quality of life for people of all ages and abilities.



NEXT STEPS

We’ve met with community and freight stakeholders throughout the project’s history. We’ll continue to engage stakeholders and the broader community as we develop the final trail design in 2018, which includes the continuation of a Design Advisory Committee. **Our objective for the final design is to balance the needs of all users, with a focus on local freight mobility, trail users, safety, and access for the adjacent commercial, maritime, and industrial community.**

WHAT YOU NEED TO KNOW

- **The final Environmental Impact Statement was published in May 2017**
- **Due to added scope and the volume of comments received on the 90% design, final design is now expected to be complete in 2018**
- **Construction is expected to begin by early 2019 and be complete in 2020**
- **Stakeholder input is integral to the design process**
- **SDOT will continue to work with adjacent businesses, freight stakeholders, the Ballard neighborhood, and bicycle and pedestrian groups to design the trail in a way that balances the needs of all users and project neighbors in this commercial, industrial, and maritime corridor**



PROJECT ELEMENTS

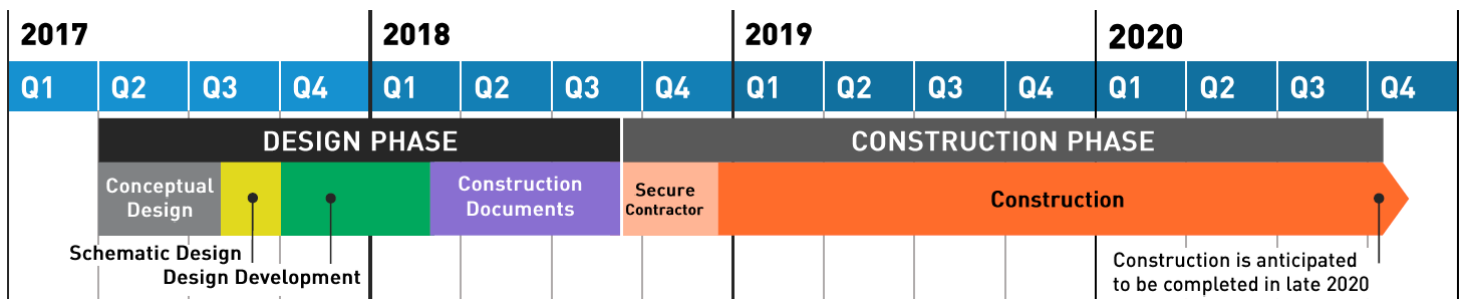
The Burke-Gilman Trail currently ends at 30th Ave NW at the Hiram M. Chittenden Locks (on the west) and begins again at the intersection of 11th Ave NW and NW 45th St (on the east). Completing the Missing Link will connect these 2 existing portions along the following route (from west to east):

- South side of NW 54th St to NW Market St
- South side of NW Market St to Shilshole Ave NW
- South side of Shilshole Ave NW to NW 45th St
- South side of NW 45th St to the existing trail at 11th Ave NW

PROJECT DESIGN GOALS

SDOT will focus on the following to guide the design phase of this project:

- Ensure safety and predictability for all users, including people traveling on the trail as well as drivers who need to cross the trail
- Maintain access to the commercial and water-dependent industrial uses adjacent to the trail
- Ensure the trail provides a comfortable and accessible transportation and recreation option for people of all ages and abilities
- Connect the trail to the existing walking and biking network



PROJECT INFORMATION & CONTACT

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